REPORT OF THE EXPERT ENGINEERS AS TO ITS IMPROVEMENT.

They Recommend that the Tracks be Widened Into a Morseshoo Curve, and that Long Trains be Carried Around by Cable—More Land Nooded, but Park Row Let Alone. Walter Ratte, Julius W. Adams, and Joseph Crawford, the Board of Experts selected an oninion as to the best method of increasing the number and size of trains upon the bridge by such changes in the New York terminus as will allow of the same, has finished its labors and prepared its report, which will be presented to the trustees at their meeting next Monday afternoon. Seventeen distinct plans were considered, and statements relative thereto These plans were classified in their general

system of operation as follows: 1. The tail-switching system at present in operation. 2. The head house system. 3. The loop system. 4. The circulating system. The Beard of Experts first obtained full statistics of traffic on the bridge for the past two years. and also of the New York elevated railroads. horse car lines and ferries. The total number of passengers on the bridge railroad in 1886 was 24,478,324, and in 1887 it was 28,238,540. an increase of 16.36 per cent. From the data collected the Board estimated the future traffic on the bridge as follows:

Team	Annual total	24-hour daily average.	erage, 7 to 8 A. M. Ernokiya to N. Y., 15 per cent.	ting 44 p tons re quired the 1-he average
Tare	32 474 830	88.680	10,944	- 1
	87,845,480	102,820	12,585	1 1
1400	42,847,800	117,603)	14,472	1 8
1601	40,389,400	185,310	16,642	1 1
1002	66,797,810	155,610	10,140	1
1800	62,477,5(K)	171,170	21,054	
1004	68, 725, 350	188,280	28,158	
1800	75,597,860	207,120	25,478	
1000	83, 157, 670	227,820	28,028	
1897	91,478,440	250,610	30,325	1 1
Present caps	elty, three-		. 134 minute	

The Board, after discussing the various plans, thus pronounces in favor of the circulating

thus pronounces in favor of the circulating system:

Of all the plans submitted to our roview, the one alone which seems hest to conform to the necessary conditions, is the simple "circulating system," as represented in its general design by the plan offered by Mr. A. M. Wellington, C. E., in which the objectionable features of all the others above referred to are eliminated, We have very carefully studied its adaptability to all conditions of the bridge rallway traine, with the result of a decided and unanimous conclusion in our minds that the simple circulating system is unquestionably the one which best and most completely fits the conditions presented. We recommend that the diameter of the semicircular loop be not less than 180 [set (90 feet centre radius of the track), for the purpose of securing, first, case of traction, and secondly, ample rotunda platform space, and while deeming it not properly within the scope of the line of investigation, and of the arguments which have led to this conclusion, doubtless it is proper that we should herein note some of the leading advantages which this system is found to possess, and which have had great weight with us in deciding upon it as the one to be recommended to you; they are:

First-safety in operation; for the reasons hereinbefore given.

tyen.

plicity; making the railway an unbroken circuplicity; making the railway an unbroken circuicable system, thereby eliminating the coalty,
inconvenient auxiliary incomplies terminal
integration with its concomitant nuisances of
dirt, guess, cinders, dripping from water sup-

to.

rd—Economy; in that it requires ne expenditures nericoking signal apparatus, switching engines, the service and supplies of same.

rth—The terminal station on this plan is confined, but the slightest disadvantage, to the easterly line atham street, thereby setting at rest and removing eccesity for the vexed question of the bridge over is trees and Conire street.
It brims the brings remain measure to the passent it brims the brings remained to be walked to se ears than is possible by any other plan.
It affords more spacious and commodious staplatform areas, and a greater number and easies, the past of the plan is the passent passent

entrances and stits than can be use on any vacar, eventh—It admits of such a disposition of the cars atrain in the station that all are of equally convent access to passengers, thereby promoting equality car loading in a greater degree than can possibly be alned in east and west longitudinally plauned stational lighth—It presents a ground plan of symmetrical upe and proportions singularly well adapted for a surface of dignified beauty, and susceptible of a sudden of architectural treatment in harmony with majestic proportion of the bridge structure, to which hould form a fitting climax, worthy of the two great is listal towerher. isks together.

It is equally well adapted to the working of any number of cars up to the maximum properties, and can, without any very serious construction, and can, without any very serious construction, be erected around and over the existing soliding, leaving it intact and in use, without oddication, until the new atructure is nearly officially in the control of the control

station suiting, leaving it intact and in use, without much modification, until the new structure is nearly completed.

The maximum capacity of the bridge railway can only be attained by increasing the number of cars per train to the limit most desirable in actual service (which experience in operating them alone can demonstrate), and is fixing the headway intervals as short as absolute safety requires for handling trains of increasing lengths. It is, therefore, obviously true economic policy to make the cable plant, motive power, and terminal facilities equal to that amount of train service. Such a terminal for the New York end, as to which alone we are to report, is the one we recommend, and we also recommend that if the existing cable plant and motive power is not adequate to that amount of duty, steps should be taken to ultimately increase it up to that standard.

In regard to operating long trains, we are decidedly of the opinion that in order to secure proper, estain, and safe operation, a similar system should be adopted to that new accepted and practised as the best by all districtions of the proper certain near the secure of the secure o

from the leading "cab," as above described, and which can also be applied from every carin the train.

We are also decidedly of the opinion that an immediate modification in the present cable plant and grips should be made that will provide the ability in any cart to sincken speed, release and again pick up the cable at any and all points of its neases over the railway.

We transmit herewith a copy of Mr. Wellington's description, addressed to us, of his proposed plan and views, with its illustrative maps and disgrams, for the purpose of isying before you his own argument in advocacy of it, for such consideration only as you may in your own judgment deem them entitled to.

I finally, we desire to draw your attention to the fact that, should the time ever come when the maximum capacity of the present cable railway is exhausted, with a still increasing demand for additional service, there remains to you the ability to construct an entire duplicate set of cable railroad tracks, carried on top of the present truesses, or over the roadways, or over both, as might be found most expedient in working out detail plans. Those tracks on the admirably adapted for connections with the Brooklyn elevated railroad, and could be most conveniently accommodated with a "terminal" on a second story, above the tracks of the present cable railroad, in the same building recommended in this report, and into which the tracks of the Manhattan Elevated Railroad could also be conveniently taken, thus giving direct connection with the Brooklyn elevated railroad system,

and enabling an entire removal of the present terminal station of the Manhattan Elevated Railroad over Chatham street. And should the project of underground lines to the City Rail. New York, be finally decided upon, no estersite for a "terminal" could be desired than that afforded by the space beneath, and enclosed by the foundation walls of the terminal station herein recommended; provision for which probable future sequirements should be made in preparing the working plans for it.

The following is Mr. Wellington's description of his plan for the arrangement of the tracks, as well as for the New York terminal building:
The plan proposed to meet all the conditions heretofore specified is in brist this: To spread the two cable tracks as little at each end and connect them by a horseshoe curve of 90 feet radius extending nearly to the street line of Park row. The radius might be considerably shorter, except that it would not give a sufficiently commodious station for permanent requirements and decent architectural effect, corresponding to the structure and location.

To enclose under one roof the entire terminal horseshoe thus formed. A similar station in essentials to be erected at the Brooklyn terminus.

To run trains of eighteen cars tless, of

essentials to be erected at the Brooklyn terminals.

To run trains of eighteen cars (less, of course, until all are needed) into this station, which, when stopped, shall completely fill the station in horseshee form, with head and rear cars opposite each other.

Entrance to train to be from inside platform only; exit from the outside platform only; exit from the outside platform only; and the second exit doors arranged in a peculiar way to facilitate quick loading and unloading on either the curved or straight track.

ranged in a peculiar way to radinine duter loading and unloading on either the curved or straight track.

The extreme dimensions of the proposed building are 484 feet long by 288 feet wide, of horseshoe form. At the seat end it terminates at the west face line of the Rose street arch: at the west end at the sidewalk line of Park row. The switching tracks which now extend half way across the street arc done away with. This station, although no longer than the present terminal, including the rear extension of tracks over Park row, holds a train of 18 cars 50 feet long, or 900 feet in all, with room to spare at each end; it can be arranged to hold 1,000 feet of train. Ten of the 18 cars unload nearer to Park row than at the present platform for three-cer trains.

to Park row than at the present platform for three-car trains.

The roadways are carried within the building in covered ways, as shown, twenty feet wide, as now. This enables the toil gates to be under cover, and utilizes the space above the roadways as additional platform space for the upper tracks, where it is most likely to be needed. All the stone and brick work of the approaches west of the Rose street arch are dispensed with and can be removed, except as they can usefully be made a part of the plans for the terminal building.

and can be removed, except as they can usefully be made a part of the plans for the terminal building.

The building is widened slightly at the east-city end, for the double end of obtaining desirable platform apace and bringing its side parallel with Frankfert street. The entire small triangle of buildings between the bridge on the north and Frankfort street on the south must practically be acquired, but besides giving ample room for the station and enabling its side as well as ends to front on a street, the area will suffice to effect two highly desirable street improvements, viz., to widen Frankfort street to 60 feet from 35 feet, giving a new, wide street from the City Hall to Frankflort street to 60 feet from 35 feet, giving a new, wide street from the City Hall to Frankflus equare, and to give the necessary approach to the proposed new street between Nassau and William streets by cutting off a triangle where French's Hotel now stands. The total cost of all the land now owned at the terminus, which included the old State-Zeitung building, was under \$500,000. Assessing a proper proportion of the cost of the land on the property benefited by the street improvements, it is believed that \$500,000 should cover the cost of the additional land properly chargeable to the terminus.

it is believed that \$500,000 should cover the cost of the additional land properly chargeable to the terminus.

The station terminates at the west end in a large rotunda, which is the principal feature of the building. This rotunda is bounded on the outside by an iron fence to the loading or outgoing platform, and this fence is continued parallel to the track along the ontire 900 feet of track within the building. In this fence are placed eighteen or more ticket wickets approximately opposite to the central entrance door of each car, the windows for sale of tickets being at some interior point.

By these arrangements the entrance to the outgoing platform is from the side at all points instead of from the end only—a very important and radical distinction, which at once removes all those difficulties in getting a large crowd of passengers through the wickets to the loading platform, which must always exist in any form of end entrance to long platforms. There remains only the difficulty in getting them from the streets into the interior space, amply previded for.

The diameter of the rotunda, &c., is roughly as follows:

Betunda proper, constituting the beginning of promende, as well as an entrance sor

as follows:

Botunda proper, constituting the beginning of promenade, as well as an entrance space for car passengers, and bounded on the outside to be feel of the control

WHIPPING SCHOOL CHILDREN.

The Question of Abelishing Corporal Pun-

takment in Schools, KINGSTON, N. Y., March 14.—The question of abolishing corporal punishment in the public schools is being strongly agitated in many cities and villages along the Hudson. It was started a few weeks ago at Newburgh, and was the cause of a very spirited discussion between members of the Board of Education. The attention of the Board of Education of Hudson was then directed to the matter by the case of a lad attending the Fourth street school. He had been punished to such an extent as to cause him severe bodily injury. Two physicians agreed that he had been severely whipped with a rawhide. The use of the rawhide was then prohibited, and the principals notified that when children refused to obey they should be excelled and not whipped.

At the last monthly meeting of the Board of Education in this city, the father of a fourteen-year-old boy, named Crispell, appeared before the Trustees and made comelaint of the severity of the punishment of his son by Principal Lemon. A physician said the boy had sustained severe injury. The Board decided that the boy had received no more punishment than he deserved. The case has caused considerable comment.

At the Warwick Institute, Warwick, Orange county, an unpleasant scene followed the attempt of a teacher to administer cerporal punishment. A lad about 15 years old had violated some rule, when the principal attempted to humiliate him by the use of force before a large roomful of punils. The boy resented, and a rough-and-tumble fight between the teacher and scholar followed. Several of the more nervous and excitable scholars ran about crying and screaming, and some fied to their hones. A somewhat similar scene was enacted at a schoolhouse near Gosbea, and one of the female teachers, who was obliged to witness it, was so prostrated that she was under a physician's care for several duys. was then directed to the matter by the case of

Sheridan Shook Sued for \$10,000.

RHINEBECK, N. Y., March 14 .- Among the ases on the calendar of the coming Circuit Court is an action brought against Sheridan Shook for \$10,000 damages. The plaintiffs are man and wife, living at Red Hook. It is alleged man and wife, living at fied Hook, It is alleged that as they were driving past Mr. Shook's handsome summer residence in that place a large English mastiff rushed out at them, frightening the horse, which ran away, upset the wagon, and badly injured the occupants. The dog is a fine specimen, and when standing erect is about five feet tall. He was presented to Mr. Shook by John Muroby, the driver, and Mr. Shook has refused \$1,000 for him.

Philadelphia's Delegates to Chicago. PHILADELPHIA, March 14 .- The five Congress districts in Philadelphia elected delegates o the Republican National Convention toto the Republican National Convention to-night. They are: First district, H. H. Bing-ham and E. F. Stewart; Second district, David H. Lane and Ham Diston; Third district, John Hunter and Henry Play; Fourth district, James Manes and D. A. Porter; Fifth district, Thomas W. South and David Martin. There was a bolting Convention in the Third district. The bolters named Harry Hunter in place of John Hunter.

He Stole a Parson's Horse and Sleigh. During the storm on Monday afternoon, the Rev. Stephen Merritt of 210 Eighth avenue left his sleigh in front of his stable at 353 West Twenty-sixth street. In his absence the West Twenty-sixth street. In his absence the stableman's son, John Courtney, 28 years old, and a man named Policek, sprang into the sleigh and drove off. Late that night Courtneys was arrested while driving recklessly along Carmine street. He was drunk.

Yesterday afternoon when Courtney was arrigined before Justice White at Jefferson Market Court, he begged the Judge to be lenient with him. saying: "If I had no been drunk I never would have done it. I had no intention of stealing the sleigh."

As Mr. Merritt falled to appear, the magistrate discharged Courtney.

MRS. STEWART'S ADVISER

JUDGE HILTON AS EXECUTOR, COUN. BELLOR, AND GUARDIAN.

Mr. Cheste's Attempt to Show, In Miss Butler's Suit to Break Mrs. Stewart's Will, that the Rich Widow was Completely at the Morey of Her into Ensband's Friend. Henry H. Rice, the confidential worker in the affairs of the Stewart-Hilton estate was kept on the witness stand all day yesterday in salie Butler contest to smash Mrs. Cornelia M. Stewart's will. Joseph H. Choate, the contestant's counsel, cross-examined him about events before and after Mrs. Stewart's leath, and got far enough to make it appear that one object which the contesting side has in view is to show that Mr. Rice, because of his having been a salaried servant of Judge Hilton since April, 1876, and having maintained close relations with him, must necessarily be biassed in favor of the Judge. And that another object is, to create the impression that Judge Hilton deliberately cheated Mrs. Stewart after her husband's death, when he secured from her a transfer of all of Mr. Stewart's business interests for a million dollars, which had been, in fact, given te him by Mr. Stewart; when he secured a power of attorney to act for her in everyway; and when, at other times, he secured the transfers to himself of various pieces of property, notably the marble building at Broad-

way and Chambers street. The proceedings were watched all day long by a crowd which not only took all the seats, but seized upon all standing room. Most of the listeners were lawyers who hadn't any business

them was Dan Dougherty.

The already large gathering of big lawyers was increased by the appearance of Stephen P. Nash and ex-Judge J. W. Gilbert, who had succeeded in getting to town. Benator Conkling

The taking of testimony under Mr. Choate's ross-examination began with the exhibition of the articles of copartnership of the firm formed after Mr. Stewart's death. Mr. Rice said he didn't recognize anything but the sig-natures. The paper was put in as evidence. The witness was then questioned about his visits to Mrs. Stewart's house to take her acknowledgments and witness her execute pa-pers. He said he called from two to ten times a year for the ten years between Mr. Stewart's death and her own death.

"Who told you that your services were required whenever they were required?" asked Mr. Choate.

ouired whenever they were required r asked Mr. Choate.
"Judge Hilton."
"Did you ever receive any direct summens from Mrs. Stewart?"
"No. sir."
"Did you ever receive instruction from any one, except Judge Hilton?"
"No. sir."
"Did anybody ever go with you to Mrs. Stewart's?"

Did anybody ever go with you to Mrs. Stewart's?"

"Sometimes Judge Hilton's son went."

Mr. Choate reverted to the scene of the signing of Mrs. Stewart's will on Nov. 30, 1885, at Judge Hilton's office in the Teath street building. Mr. Choate ished for evidence that Mrs. Stewart was deaf at that time and that she had to use an ear trumpet. Mr. Rice said he never heard that Mrs. Stewart was deaf and that if she had an ear trumpet at that time are didn't know it. At any rate Judge Hilton taiked to her that day in an ordinary tone of vices and she seemed to hear and understand.

"On that day did you see Judge Hilton before Mrs. Stewart came to sign her will?" Mr. Choate asked.

fore Mrs. Stewart came to sign her will?" Mr. Choate asked.

"I think I did. I think he had been there and told me to wait as he might want me for something. After be went out I think he did not return until he came back with Mrs. Stewart. They came in alone and passed through my room into Judge Hilton's room."

"It was Judge Hilton's room."

"It was Judge Hilton's room."

"It was Judge Hilton is not said she was desirous of signing her last will and testament?"

"Yes."

art. They came in alone and passed through my room into Judga Hilton's room.

"It was Judga Hilton who sais she was desirous of signing her last will and tostament?"

Osc. Questions were randidy put as if to find out whether she knew what she was doing. Then Mr. Chonic tackled Mr. Rice as to his employment under the Stewart dynasty. He said that he had gone into the merchant's service on May 1. 1855. As Judge Hilton's invitation, Before that he had been a lawyer, a Clerk of Court, and an Assistant United States Attorney. When he began under Mr. Stewart he surrendered all other business, and from that time until this he had done nothing except attend to Stewart and Hilton affairs. He has been paid by salary, and it has been the same for the last filten years, Stewart & Co. paid it till they went out of business. Since then the amount has been apportioned. Judge Hilton from the color half, and the executors the rest of the second half. He looks after the collection of claims. Mr. Choate asked him:

"What else do you do?"

"What else do you do?"

"What else do you do?"

"What else do you how who you go the west of the second half. It is I do it. This has always been so. He never asks anything unreasonable."

"How long had you known Judge Hilton bed for you went into Mr. Siewart's employ?"

"A dozen years or so—while he was on the bench of the Common Pleas.

After more questioning about the personal relations between Judge Hilton and the witness. Mr. Choate began to introduce various properties of the country time and the wintness. Mr. Choate began to introduce various fluing Mrs. Stewart's time. What connection the documents had with the validity of Mrs. Stewart's will neither ex-Senator Conkling, nor ex-Autorney-tieneral Russell, nor ex-Surrogate Rollins could see: nor did Mr. Choate care to explain fully at that time. Mr. Cookling, to decide and proponensis' counted and the server to be philosophised upon little and to apparent relevancy, and which the wither server to be philosophised upon little and the server

upon his death to Judge Hilton's guardianship, as friend, counsellor at law, adviser generally, trustee, agent, and sponsor in every way.

"Judge Hilton," continued Mr. Choate, "had the rarest opportunity for the exercise of undue influence if he saw fit to do so, and he is to be judged from that day forward in all his relations with that woman, a widow upward of 70 years of age, unused to business, it is safe to say, for the greater part of her life. The first tking he does is to qualify as executor on the day of the burial of Mr. Stewart, the 13th of April. The next day the great step was taken, which definitely determined the futures of both parties. For a million deliars, the same that he received as a legacy from Mr. Stewart, there is every reason to suppose sne transfers to him all of Mr. Stewart's vast business interests—here, abroad, and in other parts of this country; the stores of goods and mills and all else. Now, Mr. Kice knew all about that when he said Mrs. Stewart was not influenced by Judge Hilton. That Judge Hilton made vast profits on this transaction will come before your Honer later. The question now is whether there wasn't some influence exerted. Next he takes a power of attorney from her to act for her as if he were herself. So there we have all the relations of a fiduciary character that can exist in a men toward a woman—counsellor, lawyer, trustee, the persessor of her husband's plans and wishes as to his proposed public benefactions, guardian of all, everything. Those relations being established, we come to the transfer of the Stewart building in 1884.

And about the fact connected with that incident in the history of the Hilton-Stewart relations, Mr. Choate said he wanted to findout a great deal for the enlightenment of the court, he said a deed had been procured of the Stewart building, the principal plece of real property in the Stewart's money. Next he takes it from her by a deed."

Burrogate Ransom ruled against Mr. Choate, and then Mr. Choate said had he hight her pould give. The

SLURRY ON THE COTTON EXCHANGE.

piace, and 726 Breadway from Mrs. Stewart to Judge Hilton, and the execution of a mortgage for \$700,000 by Mrs. Stewart to Judge Hilton. They went back to A. T. Stewart's time, and numerous queries were made about his dealings in real estate. Mr. Rice wasn't nill of facts. They jumped absed then some fifteen years, and Mr. Choate asked if Mr. Rice had been present at the set of the destruction of some of A. T. Stewart's books in the record room in the cellar of the Tenth street store.

The preponents' counsel objected to that. A wrangle followed about a line of queries as to A. T. Stewart's dealings with Mrs. Warren Leland over some real estate, and when Mr. Choate had piled up a lot of interrogatories which didn't seem to have anything to do with Judge Hilten or Mrs. Stewart or Resalls Rutler, the Surrogate closed the hearing until next Monday.

FIRE IN THE BEND.

The Bwellere in an Italian Tenement Turned Into the Street in the Night.

Fire broke out in the cellar of one of the rear buildings of 39 Mulberry street at 4 A. M. yesterday. This is the part of Mulberry street known as the Bend, and is densely crowded with Italians. The fire, which started in the kindling wood and coal in the cellar of one of the rear buildings, soon attained such propor-tions as to drive out all the tenants into the

tions as to drive out all the tenants into the streets, where they stood gesticulating in Italian and swearing in bad English. Nobody appeared to retain presence of mind enough to summon the Fire Department.

When an alarm was finally sent out the flames had got threatening headway. The Italians got on the big piles of snow and waited for the fire engines. Only one engine, however, got anywhere near the fire. It was impossible to make a passage through Mulberry paracet, and so the engine made fast to a hydrant at the corner of Park row, and a hose was run up to the house and through the alloyway to the burning building.

Mrs. Mary Bly appeared at a second-story window of the burning building with two bables in her arms and very much frightened. Her landlord, Pasquals Rosa, called to her to wait until the firemen could raise a ladder. She was rescued.

The firemen soon get the blaze under con-

until the Bremen countries and the Blaze under con-rescued.

The firemen soon get the blaze under con-trol, and in an hour many of the tenants who had been driven out into the street were able to return to their rooms. The damage to the building and its contents will not exceed \$1,200, fully insures.

Ice-plated Ships Come In.

The vessels arriving yesterday from the southward all had reports to make of rough experiences, though the news of the real disasters that must have occurred is slow in com-ing in. The steamer El Dorsdo, Capt. Byrne, hurricane March 12 at 4 A. M. It was from the north northwest, and lasted fourteen hours, On the 13th, off Cape May, she passed through a quantity of wreckage consisting of beams, bulwarks, and light stuff.

The State of Texas, Capt Williams, from Port Royal March 10, had heavy north northwest

Rowal March 10, had heavy north northwest gales all the passage.

The Niagara, Capt. Burns, from Havana March 8, experienced severe cold with the same gales, and reached port covered with loo. The Educarde, Capt. Larrauri, from Matanzas, had twenty-four hours of hurricans weather, with thick snow and intense cold after arriving at the bar Sunday night. She came in a mass of lee from the water line to the height of the fersyard.

William A. Pendleton, a newsdealer, of 143

East Eighty-fifth street, who says he is a relative of ex-Senator George H. Pendleton of the East Eighty-eighth station before Commissioner Voorhis yesterday with calling him vile
names and threatening to club his head off.
It appeared in the testimony that on the morning of Feb. 2 Pendleton's dog spapped at Grogan, and Grogan struck at the dog with his
club. Pendleton quarrelled with Grogan, and
got arrested for disorderly conduct. Justice
Duffy fined Pendleton \$3.

Pendleton also charged Grogan with being in
Henry Dank's saloon, 862 Third avenue, on
the morning of their difficulty. He said that
he saw Grogan standing at the bar with an
empty glass before him. Grogan denied being
in the saloon at all.
Capt. O'Connor told Commissioner Voorhis
that Grogan never drank or went off post, and
was one of his most trustworthy policemen.
Decision was reserved.

The America's Carnival Company sank, it is said, \$20,000 on the toboggan slides and winter amusements at Fleetwood. The whole structure has now been taken down, and the track will soon be ready for the horses.

William A. Snyder, the driver and trainer, has returned from the South. He will probably start in again with a good lot of trotters, among them probably A. B. Claffin's lot, comprising

them probably A. B. Classin's lot, combrising Gray Dan, Overman, and others.
Charles Dickerman was to sail last Saturday for France, where he is to take charge of the horses of Antonio Terry, the rich Cuban planter, the will take with him some valuable brood mares and stallions.
Frank O. Burridge has purchased of John Barry the hay gelding Tiny, with a record of 2:27%; price private. Mr. Burridge has recently come into a fortune of several millions by the death of his father in England.
It is said that Frank Vannees will not manage the Sire Brothers' string this season, but they will be under the care of Jack Spian. The trotting stable consists of Harry Wilkes, Gossip, Jr., Rosalind Wilkes, Scott Newman, Bonnie L., Busby, Footsteps, Governor C., and nie L., Busby, Footsteps, Governor C., and others.

Base Ball In the South.

The New York team played at Gainesville yesterday, and wen by a score of 23 to 1. The visitors made 28 hits and 3 errors, to 4 hits and visitors made 28 hits and 3 errors, to 4 hits and 22 errors for the home team. At the rate which the New York Club are piling up runs and base hits it would seem as though they would get pienty of practice, still they do not have a chance to show their strength. The New Yorks returned to Jacksonville last night.

A long distance telephone despatch from Philadelphia says: "With the snow lying in great drifts over the base hall park one team of the Athletic Base Ball Club went into training to-day. They are using the rink."

New Orleans Races.

NEW ORLEANS, March 14.—The track was fast te-day. First Brace—Five furlougs; selling; six start-ers. Santalene wen in a cauter, Belle Broeck second, a ength ahead of Ovation. Time, 1:03%. Fost odds— Hantalene, 1 to 3; Helle Broeck, 4 to 1; Ovation, 8 to 1; Frankle B, 2 to 1; Logan and Mike Whiting, 50 to 1. Second Race-Six furiones; selling; seven starters Avery won by a neck, Trance second, a length in frent of Fairmount. Time, 1:1714. Post edds—Vairmount. 6 to 5; Foil Nail and Avery, 3 to 1; Jack Brown, 4 to 1; the others, 25 to 1.

Tallef fince—Seven and a half furiongs; handleap; six starters. Radge won easily by a length, Jim Williams second, a nose in front of Frientt. Jim Villiams second, a nose in front of Frientt. Time, 1:3734. Post odds—Sadge, 1 to 2; Berlin, 3 to 1; Frientt and Jim Williams, no 1; Riffe hiardy, 10to 1; Della, 20 to 1, Osseola was withdrawn.

Fourth Race—Six furiones; selling; five starters. Laftle won by a neck, Jim Nave second, a length abead of filter won by a meck, Jim Nave second. 2 to 5; Cupid and Higgoyst, 4 to 1; Walker and Jim Nave, 80 to 1. very won by a neck, Trance second, a length in fren

Rucquet Cames Bogun.

際The first ties in the series of racquet games fer the championship of the New York Rocques Club were played yesterday. W. T. Lawson was matched against Paul Dana, M. La Noutagno against E. E. De Garmendia, David Lydig against C. Lawrence Perkina. Oarmendia, David Lydig against C. Lawrence Perkins, and W. E. Ulyn draw the bye. The match was for the best biree out of five games, and no more than three games were played in either match. Mr. Dana defasted Mr. Lawson in three straight games by the scores of 15 to 10, 16 to 5, and 18 to 18. Mr. De Garmendia preved an easy victor over Mr. La Montagna, the scores standing 16 to 2, 15 to 3, and 18 to 4. The withdrawn of Mr. Lydig gave the third match to Mr. Perkina. The three winders in yesterday's matches and Mr. Gipn will draw for the second ties, the date of which is not yet fixed.

The Games Committee of the Amsteur Athletic Union has made the weights in the wrestling champeonship Lit and his pounds for the contests in the Metropolitan Opera House on April.

On account of the bilizard the entertainment of the Eagle Athletic Clob, which was to have taken place on Menday last, was peaponed in Monday hext. In this entertainment Jim Fel and Joe Lamnon were to sparten rounds, Marquis of Queenaberry rules, for a division of the gate receipts. Leanon arrived here yesterday, and appears in the shape.

Court Unleadure This Buy.



es will be Suspended Practically Un-There was a flurry on the Cotton Exchange

yesterday. The decline began with an unex-pected break in the Liverpool market in the Monday. The depression abroad was ascribed to the increased receipts at New Orleans and Galvesten, and caused a selling movement here under stop orders. The Harle affair of last week, and the losses it inflicted on innocent parties, made brokers for Southern bull operators very timid, and not being able to hear from their customers, they protected themselves as far as possible by seiling. The slaughter was consequently severs, especially as the bears took advantage of the situation to raid the market, causing a decline of 20 points. The members of the Cotton Exchange were called to order at the close of business to act upon a proposition that dealings be informally suspended, from day to day, until telegraphic communication shall be restored. Mr. Waiter T. Miller made a motion to that effect, and after considerable discussion, in which much opposition was developed, the proposition was finally carried, and no regular business will be done to-day, though the exchange will be open, and some informal tradings probably made.

Capt. Wm. N. King, one of the Harle unfortunates, is on his way back from Atlanta, where he went to talk to Harle about "lying down" on his contracts. Capt. King is somewhere between New York and Washington. The other unfortunates are anxious to know the result of Capt, King's visit.

FINANCIAL AND COMMERCIAL

UNITED STATES AND STATE BOXDS (IN \$1,000s). U. R. 6)cs. r. 1000 g. 107 U. R. cs. 1800 120 U. R. cs. 1800 U. cs. 1800 U. R. cs. 1800 U. cs. 1800 U. R. cs. 1800 U. 80 West Sh. 4s

Total sales of rallway bonds (par value), \$385,000.

| Mich. Cont. Os. ... 1095|
| Total sales of reliew by bunds (par value). ESS.000. |
Lailboad and Other Relates.	Corting. ...			
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There were no quotations from Boston or Philadelphia, LATEST LOXDON OPOTATION

WEDNESDAY, March 14. change this morning after an almost absolute attendance at the Board, and the first hour was marked by quite a spurt of activity. This was principally due to the execution of foreign buying orders, for the London market ruled higher than ours, and there appeared to be no abatement of the more confident feeling that has developed abroad. The proclamation of the Emperor Frederick is understood to have contributed largely to that end. Relative to the proposed conversion of British funds, private advices are that capitalists have already begun to change their investment, and that English railway securities have recorded a sharp advance in consequence of the impending reduction in the rate of interest upon

Government obligations. These who wanted to buy stocks at the opening had no great difficulty in getting them. Brokers who usually represent operators whose pearish views are well known, because chronic. were comparatively free sellers, and attempte to sell at as low figures as possible. As a matter of fact, the only aggressive force discernible all day was that which was exerted to es tablish a lower range of prices. This is not surprising, as the bear really had his opponent at a disadvantage. But the efforts to improve the opportunity thus offered were far from being crowned with success. New England, which at present seems to be without a friend, was sold down nearly 2½ % cent. from the final figures of Saturday, but the movement did not unsettle the rest of the list, and when the pressure was removed the stock assailed recovered/about half of the extreme decline. Erie led in point of activity, being the favorite with the arbitrage dealers, but it did not display greater strength than St. Paul or Lake Shore. The last named was exceptionally strong at a net advance of nearly 1 W cent. The volume of trading was necessarily small and largely professional, yet there was a satisfactory distribution of the dealings that spoke well for the healthiness of the market. Of course all the capital possible was made of the damage, present and prospective, to corporate property by the storm. This argument was used against Western Union with some effect. The speculation as a whole may best be described as irregular and the closing as firm.

In the Unlisted Department there were sales of Cotton Oil Trusts at 28', to 28'; Mahoning Coal Railroad at 59', to 41'; Kingsten and Fembroke at \$2, and Sutro Tunnel at 10 cents per share. ite with the arbitrage dealers, but it did not

Final sales compare with those of Saturday, Monday, or yesterday as follows:

Monday, or yesterday as follows:

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S. Y. Central... How Itess; Wheeling a L. S. 40.
Government bonds quiet and firm. The 45% closed is ween, higher bid, and some of the currency 68 & 69 & 60 & 100 Money on call, 3 % cent.

Sterling exchange a shade easier on account of the offering of a low bankers bills against securities purchased here the last few days. Nominal asking rates unchanged at \$4.806% for long bills and \$4.886% for demand. Actual rates were \$4.80 % for long bills and \$4.87% 6% for demand.

In bank stocks 59 shares of Phenix Bank sold at 185.

"B" bonds must be deposited with Messra. Drexel, Morgan & Co, by to-morrow in order to draw interest from Nov. 1, 1887. On bonds deposited after March 15 interest will accrue only from May 1, 1888. The certificates of the Reorganization Committee for these bonds, countersigned by the bankers with whom the deposits are made, were listed to-day upon the Stock Exchange. Temporary receipts are a good delivery pending the issue of the engraved certificates.

good delivery pending the issue of the engraved certificates.

The settlement of the suits of the receiver of the Marine National Bank against the New York, Lake Erie and Western and the Chicago and Atlantic Railroad companies, which were the result of complications growing out of the Grant & Ward failure, was reported last week. The amount involved was \$625,000. It is new learned from a cable sent by the company or some one of its officers to London, and printed in the London Economist of March S, that the amount paid to compromise the suits was \$510,000, or about 50 % cent, of the claim. The manner in which the facts about this matter have come before the American public naturally suggests again the pertinent inquiry. Why are we obliged to receive so much news recarding American railway properties second hand from London?

The Manhattan Railway Company has de-

Why are we obliged to receive so much news retarding American railway properties second hand from London?

The Manhattan Railway Company has declared its regular quarterly dividend of 1% weent, nayable April 1.

The Chicago, Milwaukee, and St. Paul Railway Company declared to-day its usual semi-annual dividend of 3% weent, upon the preferred and 2% weent upon the common stock of the company, both payable April 23.

The Western Union Telegraph Company declared to-day its regular quarterly dividend of 1% western Union Telegraph Company declared to-day its regular quarterly dividend of 1% western Union Telegraph Company declared to-day its regular quarterly dividend of 1% western Union Telegraph Company declared to-day its regular quarterly dividend of 1% western the seminary of the quarter ending Marca 31 is estimated at \$1,250,000, and the surpius revenue, after paying fixed charges and the dividend, at about \$30,000. The company makes the following statement: The gross earnings for the quarter ended Dec. 31, 1887, were fully as large as was expected, being nearly \$5,000,000; but the current expenses of the Baltimore and Ohlo system were temporarily increased during the last and the current quarters, owing to an unusual number of snow and sleet storms. But with increasing revenues and the assurance of lighter expenses, there is every indication of larger act results for the ensuing quarters.

The Governing Committee of the Stock Exchange decided to-day that the business upon the Exchange should be suspended upon Good Friday, as usual, The committee listed the following securities:

New York, Brockiyn and Manhattan Beach Railway Company's additional issue of consolidated mercases.

The par value of the new securities added to the list is \$34,986,000. The following sales, among others, were made at auction at the Real Estate Exchange

The rate of discount in London is 1% & cent. Paris advices quote 3 % cents at 82.57%, and exchange on London at 25.29%.

Widnesdat, March 14.—Flour and Mrat.—
There was very little business done, and prices were entirely nominal. The dealings were mainly for the West
India trade.

Corron—Futures were almost panicky, declining 29
points. The decline began under adverse torrien advives bus received its strongest impulse from relling
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of the strongest of the strongest was voted informally to suspend business to-morrow,
Cotton on the spot was quiet; middling uplands, 194c.;
Gulfa, 194c. Receipts at the peristins day.—bake.
The following are dosing prices bid for futures, with
sales aggregating 120,000 usles:

Narch. 9,78c, 1919. ... 10,08c, Invermber. 8,58c. Narch. 9.78c July 10.08c Nevember. April 9.80c August 10.14c December. May 9.80c September. M.2c January. June. 10.04c October 9.63c.

Gambigo, for April, Milagobe, for May, Anisha to Grund, and Gambigo, for April, Milagobe, for May, Anisha for June, 585,600 Sign, and August. Spot cern duil and week; No. 2 mixed 495,690-56. In elevator, steamer do. 60: in elevator data nearly nominal; sales 35,000 bush, including options No. 2 at 585,280-56. For May, and on the spot mixed at 585,42c, and white at 41 6645c, as in quality; also No. 2 white, spot, at 415,682c, in elevator. Barley sold on private terms for a load of ungraded Canasia. After Change—Wheat quiet; No. 2 new desires for April, electric for April, design, and the form of the

March 0,00c,134y, 9,40c, Nevember, 8,25c, April 8,80c, August 8,30c, December, 1,25c, May 0,70c, Neplember, 8,26c, January, 9,25c, June 9,60c, October, 9,20c, February, 1,150c The right is reserved to terminate the privilege of 4positing acquirities and participating in the recognities

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Live Stock Market.

NEW YORK. Wednesday, March 14.—Receipts of beeves 20 head; since Saturday 3 (20) head, of which 70 cars were for the market and 105 cars for experters and singular feel of the since Saturday 3 (20) head; since Saturday 3 (20) head; for any first regular feel of the since Saturday (1) and the state of the since Saturday (1) and the state of the since Saturday (1) and the since Saturday (1) head; since Saturday (1) head. No fresh arrivals. None for sale, and quotations nominal.

MARINE INTELLIGENCE MIPIATURE ALMANAC-THIS DAT.

Sun rises.... C 11 | Fun sets... G 07 | Mosn sets... D 03 High Warks.—THIS DAT. Sandy Hock. D St | Gov. Island. D 63 | Hell Gate...11 42 Arrived-WEDNESDAY, March 14.

For The Queen, Heeley, Liverpool March I and Queens-town ud.

Ne Werra, Bussius, Bremen March 3 and Southampton as Werra, Bussius, Bremen March 3 and Southampton bila. Bil Dorado, Byrne, New Orleans, Sc Caroline Miler, Miler, Gerractown, S. O., Sa State of Texas, Williams, Ferhandina, Es Niayara, Bennis, Havann, Se Eduardo, Larrauri, Matanzas, Ship Revolving Light, Sprange Amsterdam, Sa Newport, Shackford, Aspluwaii, Sa Kaickerbocker, Kemble, New Orleans, Se Furnessia, Hedderwick, Glasgow Feb. 28 and Moville 20th.

ville Nub. 88 Bissel, Watsen, Santos, 88 Piete of Georgia, Moodie, Glasgow March 2 and Large 36. Sa Scrapia, Dobson, Palermo. Se England, from New York, off Kinsale March 12.

Be Wieland, from Hamburg for New York. Business Blotices.

"Shall I not take nine case in mine inn !" The averal louse, Boston, of world removed onking, is un-equalled for its specious public puriors and the case and homelike comfort surrounding its guests.

ALDRIDGE—Sudden), at Haverstraw, N. Y., on Thesday, March 12 at 1.00 A. M., Jessie V., beloved with of day, March 12 at 1.00 A. M., Jessie V., beloved with of day, March 12 at 1.00 A. M., Jessie V., beloved with of day, March 12 at 1.00 A. M., Jessie V., beloved with of March 12 at 1.00 A. M., Jessie V., beloved with of March 12 at 1.00 A. M., Jessie V., beloved with of March 12 at 1.00 A. M. at 1.00 A. M

rai from her tate residence. See Jefferson av., Brooklys, to-day at 3 J. M. Internent at dreenwood on Friday, at the convenience of the family.

BULL - On Tuesday, March IR, Lonina, wife of Benry B. Bull. in the Offin year of her and the content of the seement for the content of the content of the seement for the see Brooklyn.
A solemn requiem mass will be effered for the repose
of his soul at the Church of the Nativity. Classen av. and
Madison et., on Friday morning at Poblock.
OOGHIN.—On Tuesday, March 13, at her residence, 174
State at. Brooklyn. Johanus, wife of the inte David
Googin, in her 78th year.
In Militus.—March 18, Sante Marr, daughter of Gee.

HARTNAN.— March 12, of pneumonia, seven to man, in his 72d year.

The relatives and friends are respectfully invited to attend the funeral from his late residence, 62d West 4-th et. to-day at 1 o'clock 1. Mr. papers please copy.

RUSCIAL I.—Minnie Kussmani, heloved daughter of Jacob Kusmani, in the 20th year of her are.

Friends of the decased are respectfully invited to astend the funeral from #2 Stanton at, near Allen, to-day at 12 pt 3.

tend the funeral from #2 Stanton at, near Allen, to-day at 2 P. M.

LVNOIL—On Monday, Maron 12, at his late residence, 2NG 5th at, Jerick City, Joseph S. Lynch, son of Blies and the late James, Lynch, in the 22d year of his age, Relatives and friends of the family are respectfully stient to about the foneral to-day at 1 P. M. Intermest in Csivary tienteers.

MASON,—4th Tuesday evening, of diphtheris, at the residence of bis parents, 186 flicks at, Brooklyn, Lawis Switzer Mason, aged 5 years and 5 months, only child of William and Clara A. Mason.

Netiter Meson, are is rear and 3 months, only child of william and tara a. Mason, interment private.

Milliam and tara a. Mason, interment private.

Molliam and the March 10, at her late residence, on Monroe at, city Elizabeth Mollonhaner.

Moone, in the 653 year of her age.

Moone, and the side of the rage.

Interred at Pair View Cemetery.

MOGH.—Suddenly, on March 12, James More, in the 68th year of his age.

Foneral services at his late residence, 350 West 15th 11, odday at Melcock P. M. Relatives and friends in South year of his age.

Foneral services the his late residence, 350 West 15th 11, odday at Melcock P. M. Relatives and friends in South happers dislose copy.

MACLAY.—In Truesday, March 13, Susan Dayton, wife of Mores E. Maccay.

Funeral services from her late residence, 48 West 6th 8t. on Frienz, March 11, Elizabeth Clara McMillan, beloved daughter of March 11, Elizabeth Clara McMillan, beloved daughter of March 11, Elizabeth Clara McMillan, delived daughter of March 11, Elizabeth Clara McMillan, Selatives and friends of the family are respectfully invited to attend the funeral from the residence of bermoder, 40 Nestends at the funeral from the residence of bermoder, 40 Nestends at the funeral from the residence of bermoder, 40 Nestends at the funeral from the residence of bermoder, 41 Penns k., Brucktyn, W. Tr. Sast McMohon, 14 Penns k., Brucktyn, March 12 of mermenia, William T. Onderdonk, at his late residence, 627 East 120 hat.

Foneral services this evening at the Methodist Epters.

has been postponed this Pricay, March 10, at 20 colock.

M., from the residence of the Taughter, Mrs. Jane McMishon, 14: Pann st., Brickiym.

VilleRPONK.—In Monday, March 12 of pneumenta,
William T. Onderdonk, at his late residence, 627 Ram

130th at.

Pattern services this evenion at the Methodist Epicomai church, 14:st st. and Willin av., at Ro clock. Intermental Falmount Censettery, Newark, N. J.

POSTEL.—In Monday, March 12, Minnie Gestia Postel, Genriy betoved with of Win, II, Postel.

POSTEL.—In Monday, March 12, Minnie Gestia Postel, Genriy betoved with of Win, II, Postel.

Funeral from her late residence, 630 President at., conner folk av., Brooklyn, Relatives and friends are fiviled,
also members of New York Betalf Grocery Union. Brooklyn Retalf Grocers' Association and Trainity Pille.

SANIE 18:60. —March 12, at her residence, 277 Grand

at., Mas Marilda Sanderson.

Funeral from Seventh Presbyterian Chivock, corner

Rister and Broome ats., to-day at 1 o'clock.

SAYLE.—On Monday morning, March 12, Eftrabolk,
widow of Patrick Nayle, a native of the glay of Dubin.

Fineral will take place from her late residence, 470

2d av.: thence to St. Galvigh's Chirchy East 17th at., at.

10 w'clock on Friday morning, where a colemn mass
of reaction will be offered for the impty repose of her

Weitnesday.

St. Applied.—Suddenty, of preprincia, March, 12, Rd
2d 12, 1853.—Suddenty, of preprincia, March, 12, Rdand. Interment in Calvery Comegery. Postponed from Will First.—Suddenly, of ungermonia, March 12, Edward Livingston Shader, M. D., son of the Rev. James M. Shader, M. D. son of the Rev. James M. Shader, M. Shader, M. D. son of the Rev. James M. Shader, av. to day at 10 A. M. Interment at Woodlawn. Figure omit dowers.

SULLIVAN.—Suddenly, on the 13th inst., Thomas Hollwan, native of Kitutah, comity Gaiway, Ireland. Late residence, 38 Market et.

Wisk.—On Monday, March 12, at his residence, 120 West clast at. after a short liness, Mr. Visa.

Weld-It.—At Jersey Uity, on March 14, Naomi C. R. Wright, widow of Gen. E. R. V. Wright, in the 73d year of her eig.

WOOLS—On Tuesday, March 13, William B. Weed. aged 70 vears.

Funeral services at his late residence, 24 Cumberland at., Brookiya, this evening at 8 o'clock.

Special Motices.

"MRS. WINSLOW'S SOOTHING SYRUP, for Obligation techning," soliens the guma, reduces inflammation, sills, all pain, and cures wind collo. 25 cents a bottle.

Mew Publications.

Five New Novels for 15 Costs, **5 NEW NOVELS** All complete in the APRIL NUMBER of Family Library Monthly.

Only 15c, Yearly, \$1.75. All Newsdealers, or THE INTERNATIONAL NEWS CO., New York. Now Ready-the April Part of the Young Ladies' Journal,

Containing all the LATEST PARIS PARHIONS, with GIGANTIC FASHION supplement of 64 PIGURES, and COLORED FASHION ILLATES OF 24 PIGURES, besides numerous Stories, New Music, now EMBROTDERY designs, PATTERNS, 2a. 2c.

A new volume began with the January part. All back numbers may now be obtained.

Price SO cents cach. Taskiy, 54. All Newsdealers, or THE INTERNATIONAL NEWS CO., New York.

financial.

22 WALL ST. NEW YORK, FRR. 17, 1800 REORGANIZATION

OF THE

Chesapeake and Unio Hailway Co. In accordance with the terms of the reorganization agreement, helders of Series "B" Bonds. OF THE

Currency Bonds. Deferred Interest Scrip. First Preferred Stock. Second Preferred Stock. Common Stock,

CHESA. PEAKE AND OHIO MAILWAY COMPANY

Are requested to deposit their securities at once with DREXEL, MORIGAN & CO., 23 Wall at, New York who will issue negotiable receipts therefor, and from whom copies of the reorganization agreement and all other information may be obtained.

Due notice will be given by the Reorganization Committee when and as the assessments on stock specified in the plan are required to be paid.

The right is reserved to terminate the numbless of the second of the control of the cont The right is reserved to terminate the privilege of de-positing accurries and participating in the reorganiza-tion, or to fix penalties under which further deposits will be received.

DEPOSITARIES,

C. H. COSTER, R. J. CROSS. A. J. TROMAS. 25 WALL ST. NEW YORK, PEB. 26, 1800.

OF THE Chesapeake and Ohio Railway Company. In accordance with the provisions of the plan of reer-ganization, March 15, 1888, is hereby fixed as the date on or before which Series "B" Bonds must be deposited with Mesers. Drexel, Morgan & Co., in order to draw interest from Nov. 1, 1887.

To Series "B" Bondholders

On Bonds deposited after March 10, 1888, interest will accrue only from May 1, 1868. DREXEL, MORGAN & CO.

DEPOSITABLES C. H. CONTER, R. J. CROSS, A. J. THOMAS,

NEW YORK, MARCH 8, 1888. CHESAPEAKE & OHIO

RAILWAY CO.'S Security holders are hereby informed by the under-signed—a committee representing interests not in ac-cord with the published syndicate plan of reorganization of the CHESAPEAKE & OHIO—that it will be to their

adventage to await the proposed plan of opposition about to be submitted before depositing securities with The Central Trust Co. will act as depositary for security holders, to whom notice will be published when securities are required to be deposited.

WILLIAM STRAUSS. WILLIAM H. YOUNG, C. W. BHANCH. Blohmond, Va.

Holders of "B" bands are informed that the proposed discrimination against them is unwarranted as the in-terest on the bonds comes out of net earnings and not from syndicate. Bonds not deposited with syndicate

WILLIAM STRANS